

CHARLES TAYLOR MASTER MECHANIC'S AWARD

**Fairbanks Flight Standards District
Office Honoree 2000**

GARTH T. ANDERSON



ANDERSON, Garth T. Garth Tury Anderson was born on March 25, 1928 in Casper, Wyoming. At the age of 13, he moved to Fairbanks, Alaska, with his family. Garth has resided in Fairbanks ever since with his wife Eva, who he married in 1958. They have five children.

Garth remembers his first real association with aviation occurring in 1946, when he assisted local pilot Dave Johnson with recovering his aircraft, an Aronca K. He remembers this work being under the supervision of A&P mechanic Ernie Hubbard. Garth has had a long and varied career since that time, but always associated with some aspect of aviation.

Garth joined the U.S. Navy in 1950 and was trained in electronics/avionics. He served aboard the aircraft carrier, Valley Forge on war duty off the coast of Korea until 1954. Aircraft at the time were Corsairs, Douglas AD, Skyraiders and Grumman F9F's (The first fighter jets).

From 1955 - 1960, Garth worked as an electronics/avionics technician on the construction of the DEW Line (early

warning) sites across the north coast of Alaska. This work mostly involved installation of aircraft navigation beacons. During this period, 1956, he got his private pilot certificate and his first aircraft, a Cessna 140. In 1965, he upgraded to a Cessna L-5.

In 1961, Garth went to work in the aircraft avionics department of Wien Alaska Airlines, as an avionics certificated repairman. Most of his work was on Wien's aircraft: Cessna's, DC-3's, C-46's, F-27's, Dehavilland's, 749 Connie, Skyvan's, C-82's, DC-4's, Beech 18's, Noorduyn Norseman, Pilantus Porter's and the Boeings 737's. In 1972 Garth got his airframe mechanics certificate. In 1977, when Wien moved their maintenance base to Anchorage, Garth stayed in Fairbanks and went to work for the Fairbanks Daily News Miner, as a computer/electronics technician on their printing press.

From 1977 to the present, Garth has keep his hand in aviation flying and maintenance pursuits. During this period he has owned, maintained and rebuilt a variety of aircraft. He is currently working with one of his sons to rebuild the son's piper, PA-18-150. Garth also has another PA-18-150 and a Stinson 108 of his own awaiting to be rebuilt.